

The Coast Guard Reservist

May-June, 1978, Vol. XXV, No. 4



★ ★ The Admiral's Corner

RADM Wetmore signs in LTJG Walter Brudzinski as a commissioned officer in the Regular Coast Guard on March 29. Mr. Brudzinski, now LT, is assigned to the Reserve Training Division at Headquarters.

Looking on are other Reserve Training Division officers LCDR Roger Pike, LT Bernie Smith and LTJG Greg Shapley.



Have you ever wondered what you would be doing if you mobilized? In my visits to Reserve units around the country, mobilization readiness surfaces as a significant concern of the Coast Guard Reserve as well as the entire military community. Enlisted members want to know what they individually will be doing should they mobilize, and whether they are really prepared.

The Enlisted Qualification Code project, which will be well underway by the end of 1978, is intended to help answer some of these questions. First, we hope to identify the special skills held by enlisted reservists (coxswain, dangerous cargo, port safety, etc.) by assigning qualification codes to those who possess them. Secondly, we are analyzing each mobilization billet to determine which of the skills, in addition to rating qualifications, will actually be needed for mobilization.

The billet qualification codes will be added to each set of pocket mobilization orders. This will allow every person to know exactly what skills he or she will need for mobilization, and will give solid direction to future training activities.

The initial step in the development of this project was the identification of those reservists holding one or more of what were selected as the 26 most important special skills. This information was obtained from the 1977 Career Development Program interviews. The information will be updated and expanded as a function of the career development interviews each year. A directive, COMDTNOTE 1213, of 31 March 1978, Subj. Assignment of Reserve Enlisted Qualification Codes; instructions for, established the formal program which will expand and refine the identification of special skills held by reservists based on formal training and on-the-job experience. Concurrently, early response mobilization billets are being analyzed to determine which skills are required for specific billets.

When the special skill requirements of the mobilization billets and the skills held by our enlisted reservists have been determined, instructions will be issued so that the matching of reservists to mobilization billets at the Reserve unit level can begin. I believe that this is where the mobilization matching function properly belongs.

Additionally, the determination of excesses and deficiencies in special skills will provide a necessary refinement to our planning for training. It will assist in determining where we can reduce or expand training in skills directly related to mobilization billet requirements.

Once this project is completed, and enlisted members wonder what they will be doing upon mobilization, all they will have to do is look at their pocket "mob" orders to determine rate and skill requirements for the jobs they are assigned.

Chapter 4 of the Reserve Training Manual, CG-392, will also be expanded to describe the functions of each port security detail and will fully outline how these special skills will be utilized if required for mobilization.

Based on our readiness evaluation system scores and other related factors, the Coast Guard Selected Reserve showed a significant gain in readiness in FY 1977. Other actions now being implemented, such as our new Senior Reserve Officer Mobilization Course (offered this summer for the first time), will further enhance our readiness posture.

T. J. Wetmore

Brief Comments

Nuclear participants sought

The Coast Guard is cooperating with the Department of Defense in an attempt to identify all individuals, retired or still serving on active duty, who either participated in or may have been affected by nuclear weapons tests conducted in the south Pacific during the period 1945 to 1962.

Of particular concern are those personnel stationed at LORAN Stations Eniwetok or Johnston Island during the following periods: Eniwetok: Apr-May, 1951; Oct-Nov, 1952; May, 1954; May-Jul, 1956; May-Aug, 1958. Johnston Island: Aug, 1958; Jul, Oct-Nov, 1962.

Any other Coast Guard personnel who participated in or observed these tests at close range are also being sought.

Individuals who served at the LORAN stations listed above during the listed time periods

or who otherwise participated in nuclear weapons testing should call one of the following toll-free numbers established by the Department of Defense to form a data bank of all those who may have been affected by the tests. Continental U. S. (except MD) 800-638-8300 Maryland 800-492-8105 Within metropolitan Washington, D.C. toll free area (except MD) 295-0586 Hawaii 800-422-9213 Alaska, or non access to toll-free 800 line, call collect 202-295-0586

Anyone wishing to write should send a letter to: Armed Forces Radiobiology Research Institute, Defense Nuclear Agency, National Naval Medical Center, Bethesda, Maryland 20014 Attn: 1946/62 Tests.

This survey of personnel who participated in nuclear weapons testing is being conducted by the

Defense Nuclear Agency of DOD in order to investigate any possible linkage between test exposure and subsequent biomedical effects.

This information is reprinted from Commandant Notice 6400 (ALDIST 099/78) of 10 April 1978.

Float plans

The First District Boating Affairs Branch will coordinate a Float Plan campaign this summer that will unite the efforts of all boating safety groups and personnel in Maine, Massachusetts, Rhode Island and New Hampshire.

This is a direct result of positive feedback produced by the Reserve Group Portland, Maine Float Plan campaign last summer. As a citizen-sailor activity, the Float Plan campaign was very successful. Hundreds of Portland area boaters were protected last year by filling out Float Plan forms. The forms list the boater's planned itinerary so that he can be located in case of emergency.

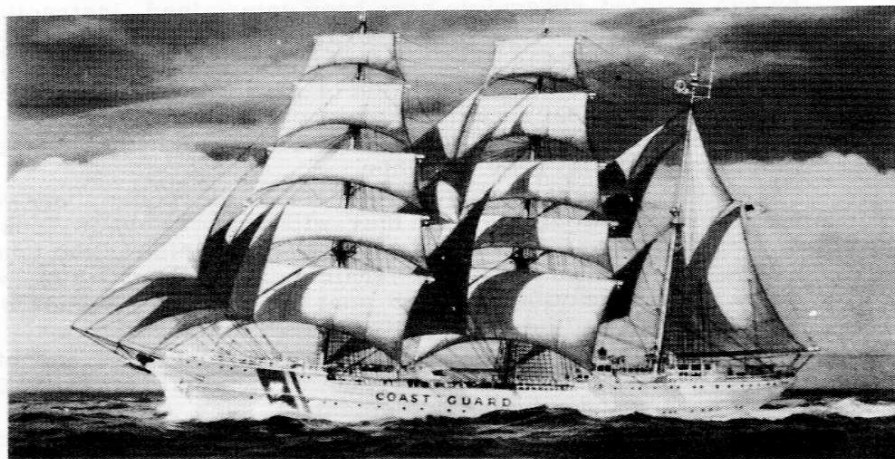
The Coast Guard Cutter EAGLE will be featured on a 14-cent post card to be issued by the Postal Service August 4 in Seattle.

The EAGLE theme was the brainchild of a reservist, CDR John B. Swann, Jr. USCGR (Ret.). CDR Swann wrote the Postal Service last October recommending that the EAGLE and Operation Sail be featured philatelically. His suggestion was quickly adopted.

August 4 is the anniversary of the founding in 1790 of the Revenue Marine, forerunner of the Coast Guard. The EAGLE will be in Seattle on August 4 for the issuance of the post card.

The design of the multi-color card is from a painting by noted maritime artist Carl G. Evers.

EAGLE philatelia



US Coast Guard Eagle USA 14c

Quads join Reserve

Supreme efficiency has always been a point of pride with the Coast Guard. AD2 Michael Harmon proved himself an efficient recruiter when he signed all four of the Guinnane quadruplets into the RK program in March.

In the picture RADM Robert H. Scarborough, Vice Commandant selectee, helps Peter, Paul, Vincent and Gerard, Jr. cut the cake celebrating their enlistment. The Guinnanes, of Detroit, will attend basic training at Cape May this summer, then return home for their senior year at Servite High School. After graduation they will attend machinery technician school at RTC Yorktown.



Firefighters and Port Securitymen -- you are now being given the unique opportunity to redesign your own specialty marks.

The Uniform Board at Coast Guard Headquarters has received numerous requests from members of these ratings for specialty marks more descriptive of their actual duties.

The Coast Guard Reservist is sponsoring a contest to choose new specialty marks for the FI and PS ratings. All Coast Guard reservists may enter. The rules are simple:

1. Do your design in solid black on 8"x10 1/2" white paper or posterboard (entries done on paper must be mounted on card-board). You may use ink, felt-tipped pen, crayon or other

RADM Harold J. Barneson, Jr. completed his five year tenure as active duty Reserve Rear Admiral on 13 June 1978. He has been transferred to the inactive status list.

RADM Aubrey H. Jones has assumed the duties of Reserve Rear Admiral.

Both RADM Barneson and RADM Jones are from the Eleventh District.

There is more coming up on both Rear Admirals in the next issue of the Reservist.★

Design your own rating marks

highly legible medium.

2. The name and address of the individual or unit submitting a design must be clearly marked on the back of the entry, along with a brief explanation of the significance of the design submitted.

3. Entries may be submitted by individuals or units. An unlimited number of entries may be submitted.

4. Entries must be received by August 31, 1978 to be eli-

gible. Address to Commandant, U. S. Coast Guard (G-R-1/81), 400 Seventh St. S.W., Washington, D.C. 20590, attn: Editor, Coast Guard Reservist.

5. Upon official acceptance by the Commandant, the contributors of the winning designs will be awarded plaques depicting the new specialty badges.

Remember - simplicity is the key to a good design. It must be able to be machine embroidered and must be easily recognizable at a distance when reduced to 2" x 1" or smaller.

Consult CG-471, Uniform Regulations, as a reference for what types of designs are acceptable and to avoid similarity with any existing specialty marks.

Good luck.

Sandy Hook 'meritorious'

Both Regular and Reserve forces of the seven units comprising Coast Guard Group Sandy Hook, NJ have been cited for meritorious service by the Commandant.

The citation is for "meritorious service in providing for the safety of the vessels participating in Operation Sail 1976, the International Naval Review, and the large spectator

fleet that was focused on the events of the major American Revolution Bicentennial Celebration activities."

All personnel attached to and serving with the U. S. Coast Guard Group Sandy Hook during the designated period are authorized to wear the Coast Guard Meritorious Unit Commendation Ribbon.

Naval War College correspondence courses

The Naval War College extends its benefits to Coast Guard Reserve officers through correspondence courses.

Courses are on a graduate level, are subjective in nature and require creative thinking. At least four hours of work weekly must be devoted to each course to complete the subject area in the required time. Courses are sequential and must be taken in order.

A Naval War College Correspondence Course Diploma is awarded for satisfactory completion of the three major subject areas and one of the two electives, International Law or International Relations. Requests for information may be sent to: Director, Center for Continuing Education, Naval War College, Newport, RI 02840.

The following are the subject areas and their courses:

Employment of Naval Forces (ENF)

Expands the student's understanding of how tactics are developed and implemented in

support of naval missions. Teaches principles for the present and future employment of weapons systems.

- ENF 1 - Fundamentals of Naval Weapons Systems
- ENF 2 - Engagement Analysis
- ENF 3 - Military Planning Process
- ENF 4 - Sea Control Study
- ENF 5 - Projection Study
- ENF 6 - Peacetime Naval Operations
- ENF 7 - Strategic Deterrence

Strategy and Policy

Deep probe into selected strategic problems and the complexities of decision making.

- S 61 - The Classical Prototype: Athens vs Sparta
- S 62 - Land Power vs Sea Power: The Struggle Against French Imperialism
- S 63 - Strategic Theory: Clausewitz, Corbett and Mahan
- S 64 - Balance of Power Diplomacy and Limited War: Metternich and Bismark
- S 65 - Strategy and Policy in Total War: Origins and Lessons of WWI
- S 66 - The Origins and Conduct of WWI: A Study in Coalition Strategy and Policy
- S 67 - From Coalition to Bipolarity: The Cold War
- S 68 - From Bipolarity to

Multipolarity: The Era of Detente

S 69 - Strategic Uses of Sea Power: The United States and the Soviet Union

Defense Economics and Decision Making

The Defense Economics and Decision Making subject area emphasizes the problems associated with translating national strategic goals into force levels and the required specific weapons systems.

DEDM 1 - Nonquantitative Factors

DEDM 2 - Quantitative Factors

DEDM 3 - Decision Process

DEDM 4 - Management Control of the Process

International Law for the Naval Commander

- IL 1 - International Law for the Naval Commander: Sea Control
- IL 2 - International Law for the Naval Commander: Projection
- IL 3 - International Law for the Naval Commander: Peacetime Problems in International Law

International Relations

- IR 1 - The International System: Its Actors and Their Behavior, and the Role of Power
- IR 2 - Mediating Factors in the Politics of Power
- IR 3 - Foreign Policy

New multiple

The Coast Guard Reserve will begin using a "multiple" factor as part of the new advancement system beginning with the October, 1978 servicewide exam.

The advancement multiple is discussed in Commandant Notice 1430 of 17 April 1978. It will be similar to the one used by the active service.

An "advance only to fill vacancies" philosophy is being adopted, which will cause tighter competition but will avoid overcrowding at the higher pay grades. The "multiple" factor will help determine which reservists are best qualified for advancement.

The institution of the "multiple" will require extra effort and attention by commanding officers. It will be computed by the Coast Guard Institute as shown in the following table:

Factor	Maximum Credit	How Computed
a. Examination score	80	Examination Standard Score
b. Performance factor (Computations will include performance and leadership marks only)	30	1. Subtract average of performance and leadership marks from 4.00 2. Multiply result by 30. 3. Subtract total from 30.
c. Time in Service (TIS)	20	1. Months of active service divided by 12. 2. Months of inactive service divided by 36. 3. Add the above results. 4. Maximum credit is given for 20 years.
d. Time in paygrade in current rating (TIR) (Coast Guard Service Only)	20	1. Months TIR divided by 6. 2. 2 points credit per year. 3. Maximum credit given for 10 years
e. ADT/SADT in paygrade in current rating (Coast Guard Service Only)	20	1. Days of ADT/SADT divided by 12. 2. Maximum credit given for 240 days
f. Awards and Medals	10	Maximum credit is 10 points



Maine Maritime Academy Midshipmen demonstrate the use of the simulated tanker for Portland reservists.

A close-up look at tanker operations

Members of Reserve Unit MSO Portland, Maine, were the guests of the Maine Maritime Academy for a demonstration of the Academy's unique Tanker Simulation Model.

The Tanker Simulation Model provides a close-up look at how a tanker is kept in trim by shifting cargo from one tank to another and by taking on ballast.

The Simulation is a 26-foot-long scale model of a tanker set in a container of water not much larger. It has no deck or superstructure. The model's tanks, which are built to scale, can be viewed during operation of the model. The valves to the

pipings which fill or empty the tanks are electronically controlled from a panel which is operated just as on a full-size tanker.

Academy midshipmen manned the control panel as LT Charles Weeks of the Academy staff described various steps in the demonstration. Between steps, LT Weeks used cassette tapes to instruct the reservists on other aspects of tanker operations.

Just days before the Tanker Simulation Model demonstration, a coastal barge had ruptured at Portsmouth, NH during cargo transfer operations. This

disaster brought home the importance of proper vessel trim, making the demonstration timely and very relevant.

The reservists also toured the Academy's training ship SS MAINE. CAPT Edward Bryant, Group Commander of Reserve Group Portland, presented a certificate of appreciation to CAPT J. Brennan, Commandant of Midshipmen, for the part the Maine Maritime Academy has played in training Group Portland reservists.

The trip was arranged by LTJG Richard Tinsman, Commanding Officer of CGRU MSO Portland.

MRN courses

The military requirements sections have recently been removed from all Coast Guard Institute correspondence courses, and placed into separate MRN courses for each paygrade E-4 through E-6.

Although completion of the

separate MRN course is currently not required for service-wide examination competition, there will still be questions about military requirements on the SWE. You are encouraged to complete the MRN course both to increase your military requirements knowledge and to help you in the advancement competition.

It is expected that the MRN course will be required in the

future for advancement.

Rating courses which have been issued without the MRN pamphlet contain a notice to the student to that effect. All MRN courses will be "special subject" courses, and dual enrollment will be allowed. See paragraph 302D of the Coast Guard Institute's non-resident training manual for specific instructions regarding dual enrollment.

LNG comes to

At dawn, March 13, the bow of the 961 foot tanker El Paso Sonatrach split the glassy water of the Chesapeake Bay as it drew near the Cove Point, MD dock. The ship was delivering the historic first cargo of Liquified Natural Gas (LNG) from Algeria to the Cove Point offshore unloading facility. Coast Guard reservists, members of a specially established unit, were an integral part of the operation.

Several years ago, the El Paso Natural Gas and Columbia Natural Gas companies solidified their plans for an LNG facility at Cove Point. The Coast Guard was immediately involved since it has primary responsibility for port security at LNG facilities as well as conventional ports. While Cove Point was being prepared to accept the big tankers, reservists from various units of Reserve Group Alexandria, VA, underwent extensive training to prepare them for their new and unusual port security function.

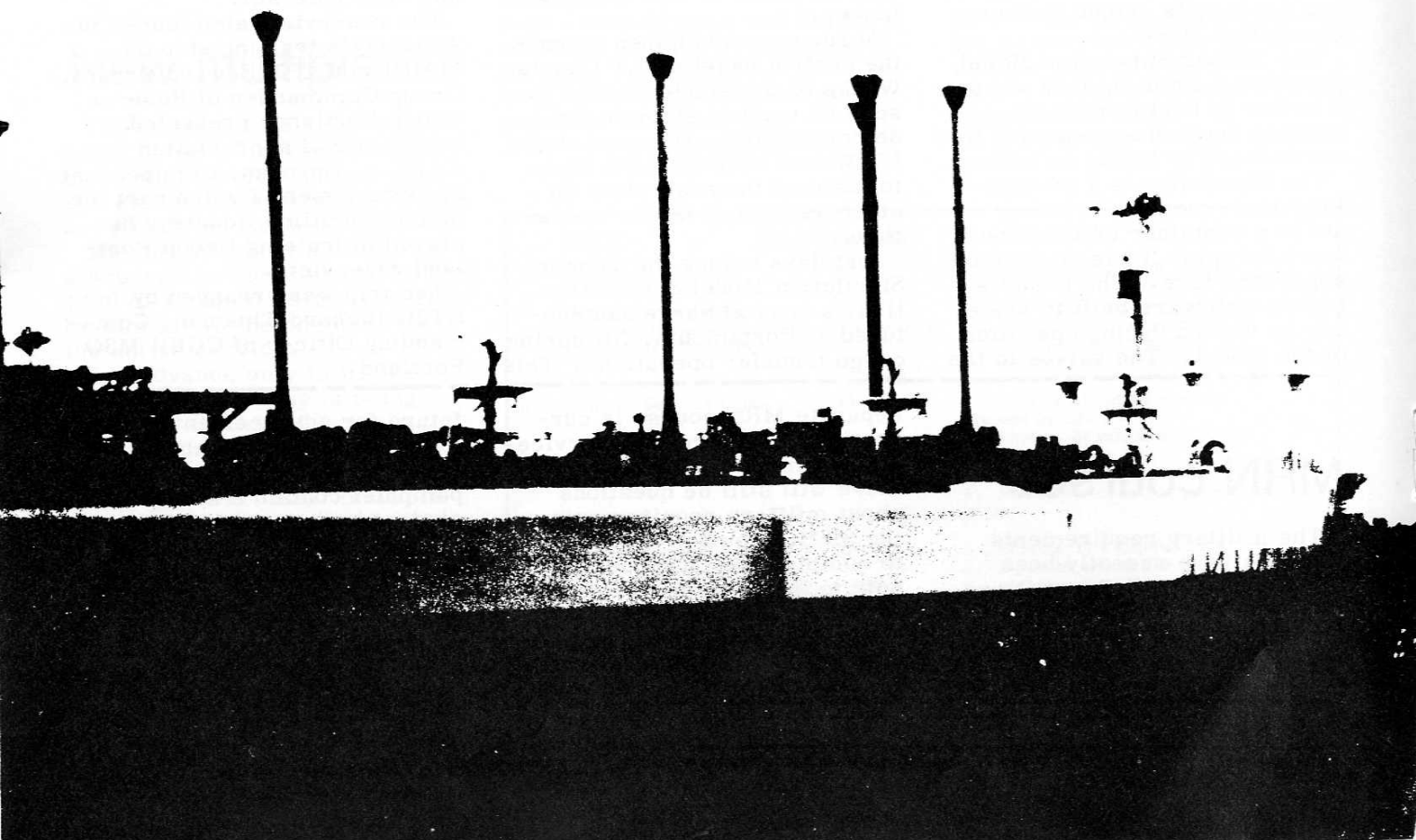
WHAT IS LNG?

In the beginning, the reservists were understandably concerned about their new role. The

hazards of LNG transport, whether real or imagined, had drawn much publicity. They wondered: exactly what is LNG? Is it as explosive as some people assume it to be? The LNG ships and offloading facilities are a new concept and design -- have they been proven to be safe?

These and other questions were answered in a training course taught by LCDR John Lindak and Dr. Alan Schneider of the Office of Merchant Marine Safety, LCDR David Bernstein, operations officer of Reserve Group Alexandria, and LT Robin Crusse of Marine Safety Office, Baltimore.

The reservists learned that although LNG vessels are considered tankers, the liquid is maintained in specially designed airless tanks, much like giant thermos bottles. Even during loading and discharge operations, no air is allowed to reach the cargo, to avoid the danger of combustion. The liquid is made by cooling natural gas to a temperature of -260 F. When cooled, the liquid occupies a space less than 1/600 of its volume as a gas. The vessels which transport the liquid are 961 feet in length and 136 feet in beam. To ship the same amount



Cove Point

of LNG in gaseous form would require a vessel 109.2 miles long with a beam of 15.5 miles!

LNG is a hazardous material, but it is less hazardous than many substances being shipped today. If the LNG is not released into the environment, the only hazard is in touching uninsulated LNG pipes or fittings. Their coldness can cause severe skin burns. If the liquid itself is spilled, its extreme coldness can not only cause skin burns but can fracture certain metals. The vapor, though, even when released, is non-poisonous.

The greatest hazard of LNG is fire. A pool or a cloud of escaped LNG will burn vigorously, but only if ignited. Research to date indicates that unconfined LNG will not explode at all. Confined vapors can explode, but only if ignited.

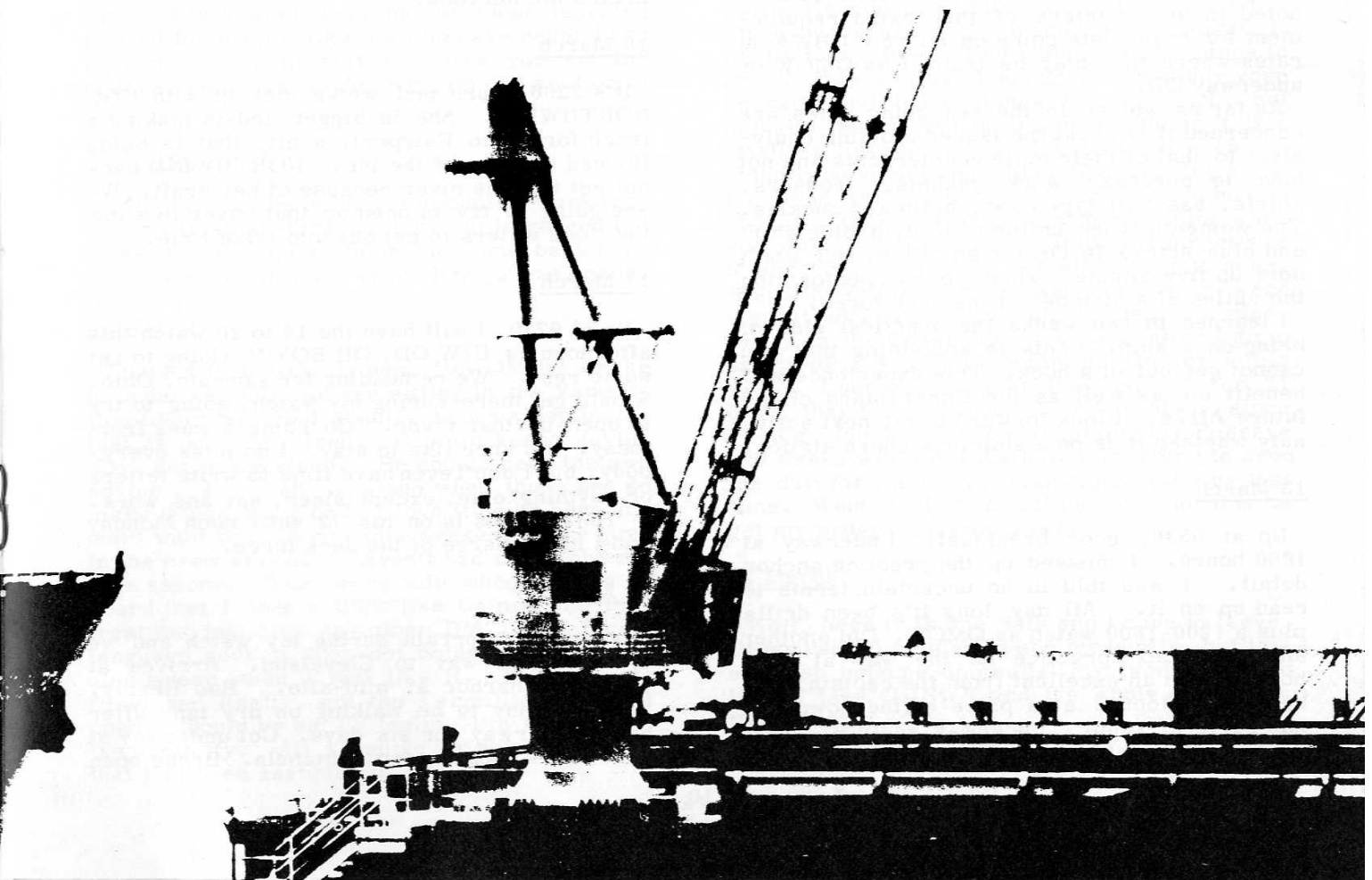
RESERVISTS TAKE OVER

The first weekend in March, the reservists chosen for port security duty at Cove Point were organized into a new unit, headed by LCDR Fred Scheer. The reservists used that weekend for on-the-job training and familiari-

zation at Cove Point to prepare themselves for the first offloading March 13.

Since the Regular Coast Guard contingent attached to Cove Point has only three members (one is LT Crusse), the reservists provide extensive support and continuity. Reservists stand watch aboard the LNG vessel while discharge operations take place. Another reservist watches from the "pulpit", a tower which provides an overview of the entire vessel. Others are present in the cargo control room on the pier or perform roving or supervisory watches. Reservists read gauges, and make sure that vessel and facility personnel are operating safely. They are trained to notice symptoms of possible problems, such as frost on a valve or a vapor cloud.

The Coast Guard Reserve is now extensively involved in one of the most visible and modern of shipping operations -- the transport of liquefied natural gas. As our nation's energy needs continue, so will the contribution made by the Coast Guard Reserve.



ICEBREAKING ON THE 8TH SEA

BM2 Kay Anne Burback, USCGR, performed her two week active duty for training aboard the OJIBWA March 12 through 24.

Icebreaking duty aboard a harbor tug is still rare for Coast Guard women. BM2 Burback kept a journal of her experience. Here she shares her discoveries and concerns with other reservists:

TWO WEEKS ABOARD OJIBWA

My two weeks aboard were most interesting because a great portion of the time the OJIBWA was underway. An effort should be made to send reservists, either male or female, to a ship when it is scheduled to be underway and not tied to the berth.

Upon arrival I was nervous at first, but once I introduced myself to the crew and they to me, we sat on the mess deck, ate dinner and talked, got to know one another and everything was fine.

While aboard, I qualified as underway OD and QMOW (quartermaster of the watch). Since I am presently planning to apply for two weeks SADT in July, I was informed by the captain to obtain certain security clearances before returning there this summer. It should be noted in headquarters of this extra requirement for reservists going on board OJIBWA in rates where they may be trained as QMOW or underway OD.

As far as women in the sea-going rates are concerned they should be issued clothing equivalent to that of their male counterparts and not have to purchase work jackets, trousers, shirts, baseball type caps, belts and buckles. The women's work uniform of light blue shirt and blue slacks is OK for an office, but won't hold up five minutes when you're performing the duties of a member of the deck force.

I learned in two weeks the practical side of being on a ship. This is something that you cannot get out of a book. This experience will benefit me as well as the Coast Guard on my future ADTs. I look forward to my next active duty whether it is on a ship or a shore station.

13 March

Up at 0530, good breakfast. Underway at 1000 hours. I messed up the practice anchor detail. I was told in no uncertain terms to read up on it. All day long it's been drills plus a 1200-1600 watch as QMOW. Did another anchor detail practice on the way at 1300 hours. Got an excellent from the captain, that helped. Moored at a place called downtown San Sucie at 1500. Underway again at 1715, guess we are going back to Detroit. Had more

drills on the way. Have mid-watch tonite from 0000 to 0400. I am going to be tired tomorrow. TV people are coming to Detroit tomorrow because of Mary and I being aboard the OJIBWA. Another first, just hit some ice, most of it has been 3 to 4 feet thick. Ship really jolts when we hit. She's a good ship built in 1943. Strained my leg some when I jumped on the shore at San Sucie. Drills so far have been General Quarters, Fire, Collision, Steering Casualty, Special Sea Detail and Abandon Ship. What a day!!!

15 March

Slept for 4 hours. Went on watch, made 5 1/2 miles through the ice. You just keep hitting that stuff and backing off and hit it again. Slept for 3 hours, had a good breakfast and slept for 2 more hours. Stood underway OD watch, with supervision, handled navigation, helm and engine controls. We are in Peelee Passage. Going to hove to tonite in the ice and try for Cleveland tomorrow. Saw ourselves on TV. I looked like I wanted to punch the reporter in the nose. Have to try to smile more if I'm interviewed again. This TV stuff makes me nervous.

16 March

It's 2200 hours and we've met up with CGC NORTHWIND. She is bigger and is making a track for us to Fairport, a city that is being flooded because of the ice. NORTHWIND cannot get into the river because of her draft. We are going to try to open up that river to allow the flood waters to get out into Lake Erie.

17 March

Up at 0730, I will have the 16 to 20 watch this afternoon as U/W OD, OH BOY!!! Going to get some rest. We're heading for Lorrain, Ohio. Should get there during my watch, going to try to open up that river. Go home a week from today. I'd sure like to stay. I do miss everybody, but I don't even have time to write letters or anything else, except sleep, eat and work.

BM2 Gaines is on his 72 until noon Monday and I have charge of the deck force.

18 March

Opened up Lorrain during my watch and we are on our way to Cleveland. Arrived at Cleveland harbor at mid-nite. Had liberty. Seemed funny to be walking on dry land after being underway for six days. Got underway at 1500 hours, heading for Ashtabula. Broke open

*'I miss everyone
at home,
but I am afraid
that I enjoy this
TOO MUCH!'*

—BM2

Kay Ann Burback
USCGR

*At the helm on USCGC OJIBWA are (l-r):
BM2 Kay Burback, YNL Mary Snow and CO
CWO4 Bill Lett.*



that harbor and now we are heading for Fairport again. Opened up Fairport on my watch, the 16 to 20. The captain can sure handle this ship. Here on OJIBWA you get involved in everything. Bridge watches, helm, quartermaster, the OJIBWA seems to be an ideal learning ground for people like me who have never been aboard a ship, in that it shows you all the phases of shipboard life, not just one section of it.

20 March

OJIBWA may be doing some convoy work trying to get ships thru the ice. It is rugged but I like it. I'm going to try to come back here for two weeks in July when they go to Canada.

22 March

I have 4 to 8 with Gaines, I'm QMOW and he is underway OD, we are sitting in the Vermillion Channel. Had about 2 hours sleep in the last 24 and I'm tired. Captain keeps saying Kay, get some sleep. He should heed his own advice. How can you sleep when there are so many things going on? I love it being here and don't want to go home this weekend. The guys in the crew are OK, I haven't had any problems with anyone. They were told when I came aboard that I was a BM2 like Gaines and they treat me just like any other BM2. As far as language goes it does not bother me, since I also swear when I feel like it. Underway to Cleveland finally, got the Vermillion Channel open. Should be on TV tonite, I'm tired of all the publicity. All I wanted to do was the job that I've been assigned to.

23 March

Slept like a log for six hours. Feel just fine, except for the fact that tomorrow is that Friday. Captain taught me how to make a decorative tie for my knife last nite. Used two turks heads and a 12 strand square sennit, it really looks nice. I've learned more things in the last two weeks. You can always study your courses and learn things from a book, but actually getting out on a ship and doing it is a totally different story. I retain more when I actually do something rather than reading about it. I had studied in my BM courses on how to anchor a ship, but it was a different thing when you actually try it. I don't think I'll forget how to anchor a ship after actually doing it here. Also, the different drills we went through were a great experience and should help me elsewhere in the Coast Guard. I guess after I go to school next year, I should put in for a big white. I understand that they go out for 21 days, that for me should be no problem, since I can go for 28 days by combining my Reserve two weeks with my vacation. I am going to need the duty for Chief's evaluation hopefully by that time. Went to district office this morning to get my orders squared away.

24 March

Well, here it is the 24th and I have to leave. Of course I'll be glad to see my family, but this has also become somewhat my family and I'd like to take OJIBWA and the whole crew back to Waukegan.

The mysterious Latte stones are found all over Guam. Their original purpose is lost in the Chamorro people's past. The 12-18 foot stone towers are considered emblems of Guam.



CGRU Agana, **GUAM**

The Coast Guard Reserve's long day begins on a tiny island in the Pacific just two hours west of the International Date Line. The island is Guam, and it boasts the only Coast Guard Reserve unit in the eastern hemisphere. CGRU Agana, Guam, falls under the jurisdiction of the Fourteenth District headquarters in Honolulu. It was established in August, 1975.

What is lifelike in a Reserve unit which is not only 3,000 miles from the district office, but across the International Date Line as well? Members of the unit claim that having "one day up" on the rest of the Coast Guard has its advantages -- when reservists are drilling on Saturday in Guam, it is Friday at the district office. Not many Reserve units have the opportunity to contact a fully staffed district office on Saturday to help solve those sticky administrative problems that pop up on weekends. The situation isn't always ideal, though, because telephone connections from Guam across 3,000 miles of ocean to Honolulu are far from failsafe.

Running a Reserve unit virtually on its own, far from the mainland, would be a challenge for any commanding officer, but CGRU Agana's "can do" spirit has produced an impressive track record during its two and one half year operation. At the close of the Vietnam war the then commanding officer, CDR J. Dennehy, assisted "Operation New Life" by providing reservists who augmented the administration of camps established to help resettle Vietnamese refugees. The shores of Guam are still littered with beached vessels which serve as silent reminders of the 150,000 refugees that flowed through Guam in those desperate days.

When typhoon Pamela ripped through Guam, Agana unit reservists and other military personnel assisted in the massive restoration effort. Reservists and Regular Coast Guard personnel assigned to the Marianas Section cleaned up debris and restored facilities nearly destroyed by the typhoon, one of the strongest ever to hit Guam. Devastation on the island was so complete that at one time the buoy tender BASSWOOD, bouncing at its hurricane mooring with its engine pushing ahead, was Guam's only radio link with the outside world, along with a handful of ham radio operators.

Members of CGRU Agana augment at a variety of locations in Guam and occasionally on other islands in the trust territory. Personnel have performed duty at the Coast Guard radio station at NAVCAM-WESTPAC, Coast Guard LORAN Station Orote Point, the Marianas Section Office, the Marine Safety Office at Guam's commercial port, the Coast Guard Buoy Depot, on the USCGC BASSWOOD and on Guam's newest floating addition, USCGC POINT HARRIS. Reservists also augment with the Armed Forces Police Unit attached to the Naval Forces Marianas Headquarters, and the Naval Regional Medical Facilities.

The Boating Safety Team and the Pacific Oil Pollution Strike Team periodically visit the unit, enabling a respectable number of its members to qualify as boarding officers and oil pollution team members.

Reservists have learned to deploy the serpentine oil containment boom using the Reserve's 21 foot utility boat. Later they will get some practical experience in using the oil skimmer. Should an oil spill disaster strike Guam or its neighboring islands, the Marianas Section Office knows it has a cadre of trained reservists ready to enter the fight. In fact, the unit was called up to fight two spills last year. The Coast Guard marine safety role on Guam may increase if plans are implemented to turn Guam into a superport and terminus for the distribution of Middle East oil.

Guam is an island where history has proven the need for a good call-up system, yet a telephone system as we know it does not exist. CGRU Agana has devised a system probably unique among Reserve units. The backbone of the system is public service announcements on three radio stations. If these fail, the unit has a file of maps showing where members live, as a street numbering system is practically nonexistent on Guam. There is no truth to the rumor that a Japanese soldier hiding out in the hills of Guam since World War II was accidentally found on one of those call-ups, but it is easy to believe.

Reservists from other units may perform their two week ADT on Guam. They must provide their own transportation and lodging, however. The cost of living is high, as Guam has become a major resort area for the Japanese. Its proximity to Hong Kong, Taiwan and the Philippines help make Guam an unusually delightful location in which to serve as a Coast Guard reservist.

Reservists: know your employment rights

Coast Guard reservists take part in weekly, weekend, monthly and annual training sessions to keep current with their military responsibilities. Almost all reservists need time off from employment for the training. Absences lasting from a few hours to a few weeks call for temporary adjustments by the trainee and the employer.

The U. S. Department of Labor's Office of Veterans' Reemployment Rights has put together 17 of the questions most often asked by prospective employees and employers.

Q. Is an employer required to excuse a worker for military training duty?

A. Yes. Chapter 43 of Part III of Title 38, U. S. Code places responsibility on the employee and the employer -- one must go and the other must grant leave.

Q. May an employer discharge an employee because of Reserve membership or participation in Reserve activities?

A. No.

Q. How about an employee's pay for time lost from work because of military training?

A. Employers are not required to pay for time lost from work due to training, however, some do as a matter of policy or contract while others do not.

Q. Are there any other employment rights or benefits protected by the law?

A. Yes. The employee cannot be denied promotion or any other benefits or advantages of employment because of Reserve obligation.

Q. Are all employees in all kinds of employment covered by the federal law?

A. Yes, except those who hold temporary positions. Coverage now extends not only to employees in private industry and the federal government, but also to employees who work for state and local governments.

Q. What is the employee's responsibility?

A. To report back to the employer as soon as the training has ended.

Q. May the employer demand to know exactly when the employee will return?

A. No. It is reasonable to want this information but sometimes impossible for the trainee to furnish. The law says that trainees should report for work following training at the beginning of the next regularly scheduled working period after the end of the last day necessary to travel from the place of training to the place of employment, or within a reasonable time if delayed by factors beyond their control.

Q. Does the branch of service make any difference?

A. None. Job protection extends alike to members of all branches and to all kinds of military training.

Q. Is the employee required to inform the employer?

A. Yes. The employee must request leave for the training period. No particular form is needed. When the reservist or Guard member is told of his or her training dates, he or she

should in turn tell the employer. In effect, the employee requests leave to participate in the training.

Q. May the employer deny the request for leave?

A. No. The law requires the employer to grant leave.

Q. How about vacation time? Can the military leave be charged against vacation time?

A. No. Whatever vacation rights an employee has are not diminished because of training time.

Q. Then an employee who has accrued paid vacation time of so many days when he or she begins training has that amount still to his or her credit on returning?

A. Yes, at least that many days.

Q. Is it possible that accrual of vacation time may continue even during an employee's absence on leave?

A. Yes. The employee is entitled to such vacation as he or she would have had if the employment relationship continued without interruption by military training. However, the military training does not necessarily count as essential work on the job if actual work is clearly a factor in accruing additional vacation entitlement.

Q. Suppose there is no regular shift or schedule of work, as in the case of a sales worker?

A. Since reporting for work is the normal way of ending leave of all kinds, it is enough and appropriate that the employee notify the employer and begin work on the day that would be his or her normal workday.

Q. Does the trainee lose the right to return to work if he or she delays reporting beyond the time prescribed under the law?

A. No, but the trainee will be subject to the conduct rules of the employer pertaining to explanations and discipline with respect to absence from scheduled work.

Q. Is a formal application for employment required?

A. No. An employee on leave for training is not "out of work" in the sense of being "re-employed" on his or her return. It is more correct to say the employee simply returns to his or her job.

Q. What if an employee is disabled during training and is unable to perform his or her job?

A. In most cases disability extends the length of time an employee is allowed to return to work. Where the disability is long term or permanent there are still employer responsibilities. Each case should be reviewed with a representative of the Labor Department's Office of Veterans' Reemployment Rights or by contacting the National Committee for Employer Support of the Guard and Reserve, 1117 North 19th Street, Ninth Floor, Arlington, VA 22209.



RADM Harry Allen, USPHS, Chief of the Office of Health Services, wants reservists to be aware of recent changes in the Coast Guard medical program that will benefit them.

Beginning in fiscal year 1977, the Coast Guard was given the authority to budget and manage its own medical program. In the past the Coast Guard medical program had been handled by the Office of Health, Education and Welfare through the U. S. Public Health Service.

A new medical program is planned that will support the multiple missions of the

Coast Guard, including the Reserve program. Goals and priorities include:

1. Better access to the health delivery system, through reduction of excessive travel distances to obtain health care and overall upgrading of training and facilities.
2. Greater Coast Guard self-sufficiency.
3. High quality service within a pleasant environment, with better equipment and well-trained staffs.
4. A more effective medical support program to meet the needs of Reserves as well as Regular Coast Guard personnel.

Coast Guard medicine...

It's for reservists, too

A continuing weight control problem exists among some members of the Coast Guard. Sedentary habits during the working day are inevitable consequences of our mechanized society. The military is no exception. Excess body fat is detrimental to health, longevity, stamina and military appearance.

The importance of physical fitness among members of the Coast Guard cannot be underestimated. All commands, both Regular and Reserve, must institute programs to

prevent and remedy weight control problems among their members.

Commandant Instruction 6110.1 of 20 April 1978 sets forth weight standards for Coast Guard personnel. These standards are guidelines; most important in determining overweight are the individual's appearance, health and level of physical activity.

Weight control among members of the Coast Guard is the responsibility of both the command and the individual. The commanding officer is respon-

sible for administration and enforcement of a positive weight control program for his personnel. The overweight individual must accept personal responsibility for participation in such a program, including proper diet, adequate physical activity and the assistance of a medical officer if necessary.

Normal body weight is required for advancement and promotion. Physical fitness among Coast Guard men and women is essential to the maintenance of a ready force.

The physical standards for Reserve personnel are now the same as those for Regular personnel. This change, in keeping with the "one Coast Guard" concept, is set forth in Commandant Notice 6110 of 6 December 1977. This will ensure that all components of the Coast Guard meet the same standards of physical fitness and that they are equally moni-

tored to ensure their fitness for duty.

The reporting periods for both Reserve and Regular personnel shall be the same. For example:

1. Triennial physical examinations will replace the quadrennial.

2. Officers who pass the required physicals are considered physically qualified for

promotion. A special promotion physical is no longer required.

3. ADT or SADT physicals will no longer be required.

4. Reservists reporting for ADT or SADT in excess of two weeks shall carry their health and dental records with them.

The Medical Manual (CG-294) will be amended to reflect these changes.

"Obese individuals, otherwise in good health, run a higher risk of developing a major illness, such as diabetes, than their slim, trim contemporaries. In fact, the Framingham long-term study of some 5,000 people showed that obese persons develop cardiovascular diseases about 80% more fre-

quently than persons of normal weight and diabetes about 70% more frequently. After age 45, persons who are 10 pounds overweight are subject to an 8% increase in death rate; 20 pounds, 18%; 30 pounds, 28%; 50 pounds, 56%. The importance of these statistics is to emphasize the deleterious

effects of obesity. More important than statistics is that the majority of cases of obesity are potentially preventable. Obesity is a problem that each of us can work on to increase our own survival and happiness." -- Enclosure (2) to COMDTINST 6110.1 of 20 April 1978

Inside selection boards, continued ...

By CAPT Crook Stewart, Jr.
(continued from last issue)

Many considerations are made in the review of available information. Some of these are: performance of primary and collateral duties; type of duty assignments (both IDT and ADT); formal education; special civilian skills of value to the Coast Guard Reserve; service training (schools and OJT experiences); decorations, citations and commendations; indicators of positive or negative personality characteristics; and other items indicative of the Reserve officer's interest, motivation, and dedication. Responsible positions such as commander or executive officer are good indicators of experience for senior officers.

The board will also attempt to determine if an officer has reached his or her maximum potential for assumption of greater responsibility. The grade of the officers determines certain criteria. For example, junior officers are usually not specialized, whereas in the middle grades specialization is more common. Senior officers are required to be good overall administrators, very conscious of the need for positive public affairs emphasis. Care is given to be sure that those officers removed from a pay status for purely budgetary reasons are given equal consideration with those officers still in a pay status.

Some questions you might ask yourself are: Do you have an appropriate designator for your normal duty assignment, or are you working toward such a designator? How many designators of use to the Coast Guard do you have? What has been your correspondence course activity--is it obvious that you are trying to upgrade your Coast Guard skills to an appropriate level? The above factors should indicate to you just how important it is to be

sure that the board has all possible information available for an honest appraisal of your worth to the Coast Guard Reserve program. Be sure that your accomplishments are reflected in information available in your service record, your resume form, or your correspondence to the board. For instance, do you sit on interview panels? Are you active in recruiting or other public affairs efforts of the Coast Guard Reserve? Does your civilian occupation or other affiliation provide you unusual opportunities to deal with military organizations? Remember, it is your responsibility to accurately reflect your assigned duties in your fitness reports. Keep track of your fitness reports so that no voids occur in your record.

When you have the opportunity, you should review your service record and fitness reports at Headquarters. This can be a very valuable experience, as you can see yourself as others have (and as the board will see you).

Officers preparing fitness reports should be alert to provide comments in their reports which are helpful to a board. Is an officer considered qualified for promotion or command? Is he considered able to assume greater responsibility? Where does he place the Coast Guard Reserve in his personal priorities?

One final note--the recent Reserve Commander Selection Board was also charged with reviewing the records of those officers with less than 18 years of service who were passed over for the second time, and to recommend any of those officers as particularly deserving of retention in an active status. The criteria for this review were a record of active participation and interest in the Coast Guard Reserve and the ability of the officer to fill a definite need.

Your official records must accurately reflect your interest, motivation and dedication if you are to fulfill your career potential in the Coast Guard Reserve.

Starting with this issue, the Coast Guard Reservist is being sent directly from Headquarters to all reservists retired with pay (RET-1). Other retired reservists (RET-2 and RET-3) must still go through their districts (r) to receive the Reservist.

Plans are being implemented to include RET-2 and RET-3 addresses in the RPMIS mailing list (used to mail the Reservist). However, the districts (r) still have primary responsibility for keeping an address file on RET-2 and RET-3 personnel. The districts (r) are provided with copies of the Reservist in bulk to be distributed on request to RET-2 and RET-3 personnel in their districts. ★

Commandant Notice 1430 of 17 April 1978 eases the requirements for personnel in the E-6 paygrade desiring to compete for Warrant Officer. In the past, E-6 personnel had to obtain a passing score in the CPO servicewide competition in order to be eligible for recommendation for the CWO competition. This has been changed to allow a reservist who has fulfilled all requirements for competition for CPO, except sitting for the servicewide examination, to compete in the Warrant Officer Examination (if qualified) upon the recommendation of his/her commanding officer. The forthcoming Amendment 43 to CG-296 will contain details. ★

The uniform situation for Reserve personnel will not be encouraging through the remainder of FY 78. Stocks of certain items have been depleted while others are in critical supply. To permit the three main training centers to maintain stocks of certain items, district clothing lockers will not order any item in critical supply. The items in critical supply at Alameda and Cape May will be issued only to fill initial uniform requirements. This is a service-wide temporary problem which affects both active service and Reserve personnel alike. Some should therefore anticipate significant delays in receiving complete issues. ★

(G-R-1)

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
WASHINGTON, D. C. 20590

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
U. S. COAST GUARD
DOT 514

